









## POLICE CONSTABLE'S FOLLY.

IN QUEEN'S ROAD CENTRAL.

A eccentric constable is a strange individual; an intoxicated one is far worse. Last evening a mob of unknown coolies had a lively time, and spent a pleasant hour at the expense of a foolish young member of the force who had been imbibing not wisely but too well. "Robert" was on duty in the City—presumably in Queen's Road Central—though his wanderings covered a large area including hills, side streets, main thoroughfares and coffee houses. It was a busy hour of the day with pedestrians, the streets were crowded and rickshaws and chair coolies were much in evidence. To the bibulous guardian of the law the crowd, which quickly gathered round, must have assumed enormous dimensions, and it was only natural to his official instinct that law and order prevailed.

The mob collected thickest in D'Aguilar Street. P.C.—drew his truncheon, and with a peculiar twist of the wrist, got a firm grip of the handle, and strutted boldly out to the grinning crowd. It was only reasonable that everyone should beat a hasty retreat and decamp to some safe corner. One young Chinaman strolled unconsciously down the hill, and walking into the arms of "law and order" received such a slap on the face that the sound could be heard at least twenty yards away. Of course, he wore a look of surprise, and standing with open mouth and hands to his face, stepped up into the half closed eyes of the constable. A well directed kick sent the young fellow running for shelter, while the face of Constable—beamed with delight and satisfaction at the knowledge that he was "carrying out his duties with such tact and skill. Further up the hill a native fruit seller was half asleep at his stall, but the noise of the crowd brought him to the alert and he opened his eyes to see a constable's truncheon banging away at the fruit on the stall.

Other coolies having been duly reprimanded and chastised, the young official propped himself up in a doorway with his thumb resting on an electric bell push. Three minutes later a youngster opened the door, "Robert" stared with bleary eyes at the boy, and lurched to a position in the middle of the road. A European, from a balcony, advised him to be careful and more considerate in his dealings with the natives, but his words were treated with contempt and the argument was closed by the man in uniform threatening, in language well spiced with epithets, to have him reported and sent to gaol. Several native police passed along the street, and with a look of surprise tramped down the hill followed, a few moments later, by the pugnacious constable still muttering threats to the man on the balcony.

All went well till opposite the Hongkong Hotel, where a couple of ricksha coolies ran across the road in the hope of getting a fare. Unfortunately for No. 339, P.C.—caught hold of one of the wheels and was nearly pulled over. He showed his displeasure at the coolies' behaviour by sundry cuffs and various attempts at giving him unpleasant introductions to his boot. Needless to relate, the coolie dashed off but as a native constable hastened up his European colleague reported the "breach of law" on the part of the retreating coolie, his number was obtained and duly entered in the regulation note book. Shortly afterwards the "preserver of law and order" mysteriously disappeared and a friendly colleague from headquarters went in search of his brother in arms.

Fortunately it is a very rare occurrence to find natives enjoying themselves at the expense of the police, and still less frequent is it that either a European or native constable makes such a fool of himself, especially when on duty in the public streets. By this time "Robert" has doubtless learned the folly of his ways, and has been well impressed with the fact that, in all things, there is a happy medium—even in beer.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-morrow, the 3rd inst. at 3 p.m. BUSINESS.

1. Report of the Finance Committee. (No. 10.)  
2. Question by the Hon. T. H. Whitehead—Will the Honourable Attorney General lay upon the table a copy of the Depositions taken by the Magistrate sitting as Coroner in the second enquiry into the deaths of 43 persons which occurred in the collapsed houses, Nos. 33 and 34 Cochrane Street, on the night of the 14th August ultimo, a copy of the Crown Solicitor's opening remarks and closing speech, and a copy of the Magistrate's decisions or finding in respect of the first as well as the second enquiries held in connection with that disaster?

ORDERS OF THE DAY.  
1. First reading of a Bill entitled An Ordinance to amend an Ordinance for the better securing the Peace and Quiet of the Inhabitants of the Town of Victoria and its vicinity during the night time (No. 17 of 1844).  
2. Second reading of the Bill entitled An Ordinance to amend an Ordinance, entitled The Weights and Measures Ordinance, 1885, (No. 8 of 1885).  
3. Second reading of the Bill entitled An Ordinance to amend The New Territories Land Court Ordinance, 1900, (No. 18 of 1900).  
4. Second reading of the Bill entitled An Ordinance to amend the Public Health Ordinance, 1901, (No. 13 of 1901).

5. Second reading of the Bill entitled An Ordinance relating to Copyright in Works of the Fine Arts, and for repressing the Commission of Fraud in the Production and Sale of such Works.  
6. Second reading of the Bill entitled An Ordinance to amend Ordinance 15 of 1887, and to remove any doubts as to the validity of any matters done under it.

COTTON & Co. for SILK SOCKS and LINEN COLLARS.

## AT THE MAGISTRACY.

UNLAWFUL DREDGING.

Midshipman Hargreaves of H.M.S. Albion charged Liu King-Fo and Law Wing Kwong with dredging in the man-of-war anchorage. The defendants were fined \$3 each.

POSSESSING ARMS.

Yau Tze Lock walked away from Mr. Kemp this morning after having his arms forfeited.

ATTEMPTED MURDER.

Miguel Hilario Rokas was charged with attempting to murder Marie Montrel De Zarza and pleaded not guilty.

He was undefended, and Chief Detective Hanson conducted the prosecution on behalf of the police.

The first witness, Mrs. De Zarza, in reply to Mr. Hanson said:—I am a married woman; my husband is Mr. De Zarza, a merchant in the Caroline Islands. On the 9th of September I was living at College Gardens; I was living there on the morning of the 9th ulto. About 11 a.m. I saw the defendant. He came to the house; he did not live there. He came to the house on that morning to see me: I had previously told him not to come any more. He had been giving me music lessons for about 3 or 4 months. I first met the defendant at the house I was living in for about one month. I had discontinued taking lessons from the defendant. The music lessons were first given in the house of a friend named Tjda, and afterwards at my own house. It was at the house of my friend I first met the defendant. I took a few lessons after my friends left for Manila. The defendant came to my house on the morning in question and said: "Although you said I was not to come to see you I come this morning to see you." I told him I was not to see him. He was dressed in the clothes that were subsequently handed over to the police and now produced. I discontinued my music lessons because: 1. the first place I had no piano of my own, and secondly because I was about to leave the Colony and wanted to go elsewhere and save some money. The defendant had not done anything to give offence to me except perhaps his conversation at times was a trifle loose. I began to suspect the defendant of stealing things from me, and I could not put the blame on the house, and I lost a purse containing about \$15 dollars, and a silver belt with two Chinese characters on it. I got the belt from my landlady. One day I told the defendant I wanted to go to the jewellers to see about a bracelet. He said "I will go with you". Afterwards I found out that he had gone by himself. I did not go. He kept the bracelet two months; I pressed him to return my bracelet and at last got it back. The silver belt and the purse I have never got back. I also lost a letter containing a draft. The defendant knew of this draft, as I had told him of it. The draft was for \$100.

(Case proceeding.)

## THE YOKOHAMA SPECIE BANK, LIMITED.

The following is the forty-third half-yearly report presented to the shareholders at the General Meeting held on 10th September last:—

Gentlemen—The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending June 30th 1901.

The Gross Profit of the Bank for the past Half-year, including yen 404,338.610 brought forward from last Accounts, amount to yen 6,423,931.520, of which yen 4,526,830.195 have been deducted for Current Expenses, Interest, &c, leaving a balance of yen 1,897,091.325.

The Directors now propose that yen 200,000.000 be added to the Reserve Fund, raising it to yen 8,510,000.000. From the remainder the Directors recommend a Dividend at the rate of Thirteen per Cent, per Annum, which will absorb yen 780,000.000, on old shares and yen 390,000.000 on new shares, making a total of yen 1,170,000.000.

The Balance, yen 527,081.325, will be carried forward to the credit of next Account.

NAGATANI SOMA, Chairman.

Head Office, Yokohama, 10th September, 1901.

(Yokohama S. Kin Ginko).

BALANCE SHEET.

Y.	Y.
Capital paid up	10,000,000.000
Reserve Fund	8,510,000.000
Reserve for Doubtful Debts	128,190.000
Reserve for N. & B. Building	914,624.500
Drops in (Current, Fixed, etc.)	15,036,818.815
Bills Payable, Bills Rediscouted, Acceptances, and other Sums due by the Bank	76,721,597.804
Dividend Unclaimed	4,476,350
Amount brought forward from last Account	904,338.610
No Profit for the past Half-year	1,897,091.325
	Yen 120,502,314.754

Y.	Y.
Cash Account—	
In Hand	6,548,970.910
At Bank	4,758,259.560
Investments in Public Securities	28,076,045.900
Bills—discounted, Loans, Advances, &c.	38,076,045.900
Bills receivable and other Sums due to the Bank	94,154.154
Bu. Ion & Foreign Money	85,700.000
Bank Premises, Properties, Furniture, &c.	639,316.000
	Yen 120,502,314.754

PROFIT AND LOSS ACCOUNT.

Y.	Y.
To Current Expenses, Interest, &c.	4,526,830.195
To Reserve Fund	200,000.000
To Dividend	1,170,000.000
Yen 6,500 per Share for 100,000 Old Shares	1,170,000.000
Yen 3,900 per Share for 100,000 New Shares	1,170,000.000
To Balance carried forward to next Account	527,081.325
	Yen 6,423,931.520

We have examined the above Accounts in detail, with the Books and Vouchers of the Bank and the Returns from the Branches and Agencies, and find them to be correct. We have further inspected the Securities, &c. of the Bank, and also those held on account of Loans, Advances, &c., and find them all to be in accordance with the Books and Accounts of the Bank.

SHINOHU TAJIMA, Auditors.

COTTAM &amp; Co. for SILK SOCKS and LINEN COLLARS.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## WAGES AND EXPENDITURE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I feel obliged to write regarding the tone of an article headed "Is life worth living?" which appeared in your issue last evening, and which I am sure, has caused considerable comment among many of your readers.

As you state, the question of living in Hongkong is one which affects everybody, but surely it is presumption on the part of the writer to suggest that no one can live at all reasonably on a salary of less than two hundred dollars a month. In the first place it is really absolutely necessary for a bachelor of even modest tastes to have a boy to wait upon him, and why should he require to throw away fifteen dollars on tobacco and drinks? Fifteen dollars on amusements and literature appear more than ample for a modest bachelor, and surely there is plenty of scope for a young fellow to find amusement other than by prowling around the bars of hotels and recreation clubs. Even twenty dollars a month would be an extravagant sum for any one to spend as out of pocket expenses, and by carefulness and a little harmless self sacrifice there should be no difficulty whatever in his putting by at least from sixty to seventy dollars each month out of the handsome salary of \$300.

Take for instance those in the Government employ. At the present time I know a civil servant who, eleven years ago, started at \$50 and is now only receiving \$60. Yet he is enabled to live respectably and to dress well on that meagre salary. And, moreover, he has a little home and can support a wife and family.

It seems evident by the tone of the article that you are advocating reckless expenditure upon luxury and vice. Surely, in this plague stricken Colony where temperance in all things is absolutely essential to ward off the many diseases with which it abounds, and where alas! the curse of drinking and drunkenness and of idle and wanton extravagance is far too prevalent, it is not imperative to increase salaries but to debase the cost of living.

People come here to make money; not to spend it unreasonably. And I am convinced that by practising strict economy and living within the limits of common sense, that any young fellow may realise his early anticipations, and save a considerable sum out of a salary even less than that of the suggested bachelor of modest tastes. I enclose my card, trusting you will find space in which to insert these views.

Yours faithfully,

AN EMPLOYER OF LABOUR.

Hongkong, October 2nd, 1901.

## THE PLAGUE.

Number of cases reported (Chinese).....	1,562
up till noon of the 1st October, 1901.....	Other Asiatics.....31
Number of cases reported (Chinese).....	0
during the past 24 hours.....	Other Asiatics.....0
Total number of cases reported to date.....	1,642

Number of deaths reported (Chinese).....	1,527
up till noon of the 1st October, 1901.....	Other Asiatics.....12
Number of deaths reported (Chinese).....	0
during the past 24 hours.....	Other Asiatics.....0
Total number of deaths recorded to date.....	1,575

Since noon on Saturday last the cases and deaths are:

Cases Chinese.....	3
Other Asiatics.....	0
European.....	0
Total.....	3

Deaths Chinese.....	2
Other Asiatics.....	0
European.....	0
Total.....	2

The plague returns for last week were:—  
Cases.....3  
Deaths.....3

## FRENCH INDO-CHINA.

## THE YUNNAN RAILWAY.

There is serious hitch in Yunnan railway matters. A mission of railway surveyors despatched from Tonquin to Yunnan, the chief town of the province, met with such a bad reception from the Chinese on the frontier, that it had to stop there. Further progress being found to be impracticable, the mission broke up. The *Courier d'Haiphong* publishes particulars of the affair from a correspondent in Yunnan. He says that the Chinese are bent upon not allowing the French authorities to have any political say in the construction of the railway. They hold that all works connected with the line should be in Chinese hands, including the guarding of the railway. It is also a settled matter with them that when the railway shall pass into the concession, the railway shall pass into the hands of Government within 75 years, only the Chinese Government should profit by the project. The Chinese authorities do not object to the railway, but they are determined that the French shall only have a voice in the staff arrangements, and shall not build any dwellings, save those of the staff. A large house set up at one of the gates of Yunnan to house the mission in has been pulled down by the Chinese. The Chinese authorities offer for all the buildings connected therewith, but only on the express condition that the railway company shall acknowledge that it holds this land from the Chinese Government and that the latter owns the land. It is pointed out that the French Parliament has taken a foolish step in granting to a company the right to lay a railway line in a foreign country, and in authorising the signing of a contract containing the stipulation that the French Government shall own the line within 75 years. Another stipulation is that officials from Indo-China shall superintend the works generally. The Chinese put no hindrance in the way of the surveyors, official or otherwise. But they say openly that should these officials come back to build the railway, they will find themselves behind the rocks to prevent them. They are determined not to give the French Government any pretext for laying hands on any part of Yunnan.

COTTAM &amp; Co. for SILK SOCKS and LINEN COLLARS.

## Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive.

By Order of the Board,

W. J. SAUNDERS, Secretary.

Hongkong, 19th September, 1901. [1033c]

## CANTON INSURANCE OFFICE, LIMITED.

## NOTICE TO SHAREHOLDERS.

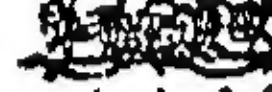
THE TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both Days inclusive.

JARDINE, MATHESON &amp; CO., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 25th September, 1901. [1058c]



TENDERS are invited for the supply to H.M. NAVAL YARD of the Undermentioned Materials for One year from 19th October, 1901:—

TEAK, Baulk, Thickstuff, Scantling Plank and Board.  
AMERICAN FIR, CAMPHOR WOOD, HARD WOOD.

Forms of Tender and Information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable Tenderers to estimate what stocks they would be expected to keep, they will be provided with a statement showing the expenditure of the different descriptions of Timber during the Twelve months ending 30th June last.

A Deposit of One hundred dollars will be required with each Tender but this will be returned on the acceptance or rejection of the Tender.

The Tenders, which will be received till NOON of the 4th October, 1901, should be sealed and addressed to the COMMANDER, H.M. NAVAL YARD.

Hongkong, 1st October, 1901. [1078c]

## WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGBURN HOTEL, [85ac]

IMPERIAL BANK OF CHINA.

## WANTED.

AN EXPERIENCED MAN of business to Act as COMPRODOR from next China New Year. Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors, E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 1st June, 1901. [10]

## NEW VICTORIA HOTEL.

ROTISSERIE, Meals a la Carte.  
CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.  
Monthly Tiffin at Moderate Rates.

Madar &amp; Farmer, Proprietors.

Hongkong, 2nd September 1901. [988c]

T. M. STEVENS &amp; CO.

CARRY IN STOCK.

A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS &amp; CO., Beaconsfield Arcade.

Hongkong, 2nd September 1901. [959c]

## JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to G. GIRAULT.

Hongkong, 20th August, 1901. [667c]

A. LING &amp; Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS &amp; Co.)

QUEEN'S ROAD CENTRAL.

Speciality: FOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c]

## HONG SING.

ENTIRELY NEW STOCK of the Newest Patterns in Cloth, Canvas, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [960c]

## JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.  
Finest WESTPHALIAN HAMS.

H. RUTTONJEE, 39 &amp; 40, Elgin Road, Kowloon.

Hongkong, 19th July, 1901. [54]

## NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street.

Hongkong, 27th April, 1901. [54]

## Intimations.



## The Strong Chain

of evidence of satisfaction that comes from each new place in which

## RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

## SOLE AGENTS:

A. S. WATSON &amp; Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

KRUSE &amp; CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

## SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

W. BREWER &amp; Co.

## NEW STOCK.

EX "SOCOTRA" AUTOGRAPH CHRISTMAS and NEW YEAR CARDS.

LETTS' DIARIES, 1902.

WRITING CASES, BLOTTER CASES, PHOTOGRAPH CASES,

PHOTO FRAMES, SCRAP BOOKS, CARD CASES, ENGAGEMENT PADS.

GAMES in Box: Complete with Markers, &amp;c. PIQUET, PATIENCE, WHIST, EUCHRE, BEZIQUE, BRIDGE.

EGYPTIAN CIGARETTES: SULTANS, PASHAS, INDIAN CIGARS, LOG CABIN TOBACCO.

Hongkong, 2nd October, 1901. [689c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1901. [21]

THE VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE.

SARSAPARILLA. RASPBERRYVADE. TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

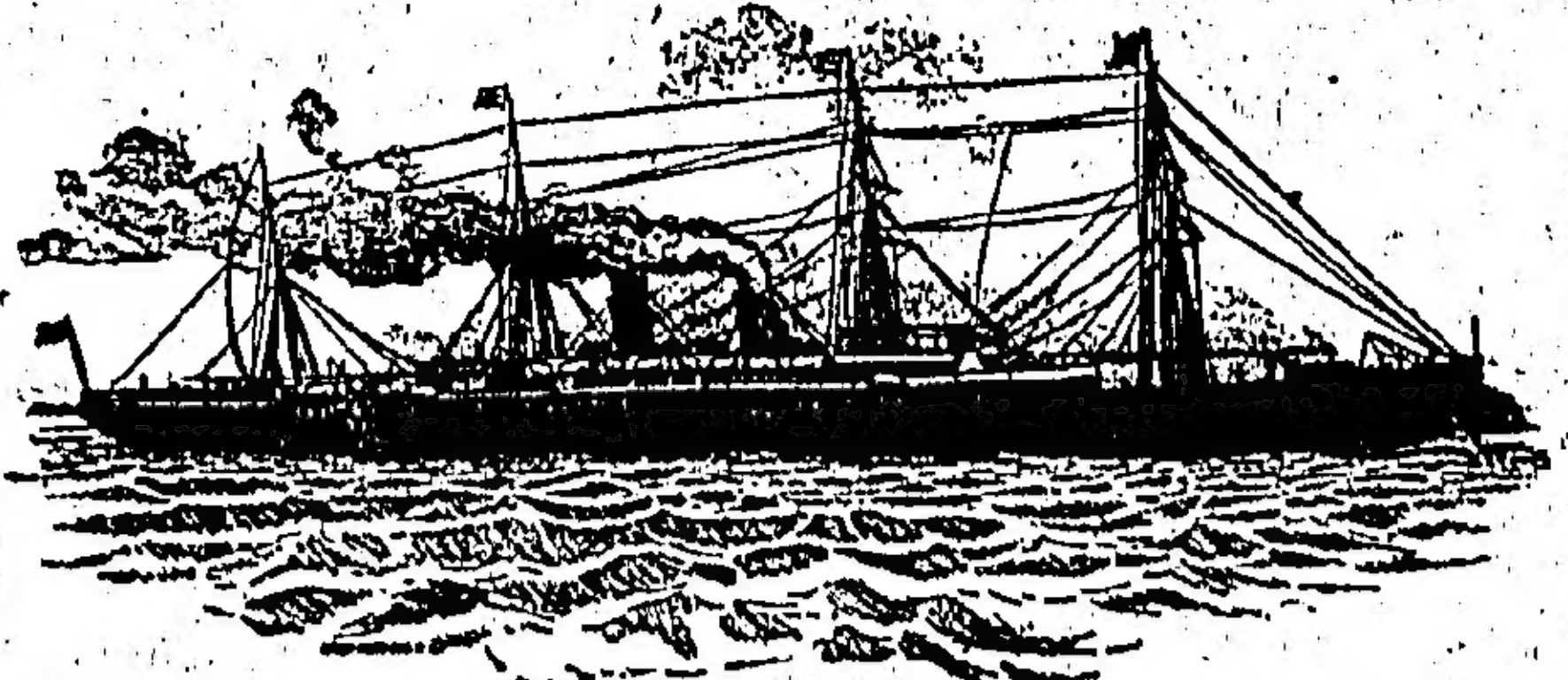
The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &amp;c., &amp;c., &amp;c.

The machine is worked by hand, can be attended to by any ordinary native servant and



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"ALGOA" (P. M. S. S. Co.)	SATURDAY, the 5th October, at Noon.
"OHINA"	SATURDAY, 19th October, at Noon.
"DOBIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"OPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GABRIO"	SATURDAY, 14th December, at Noon.

Via MOJI, KOBE and YOKOHAMA.

THE P. M. S. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 19th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and their connecting lines.

Freight will be received on liquidated cargo, the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day, and Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

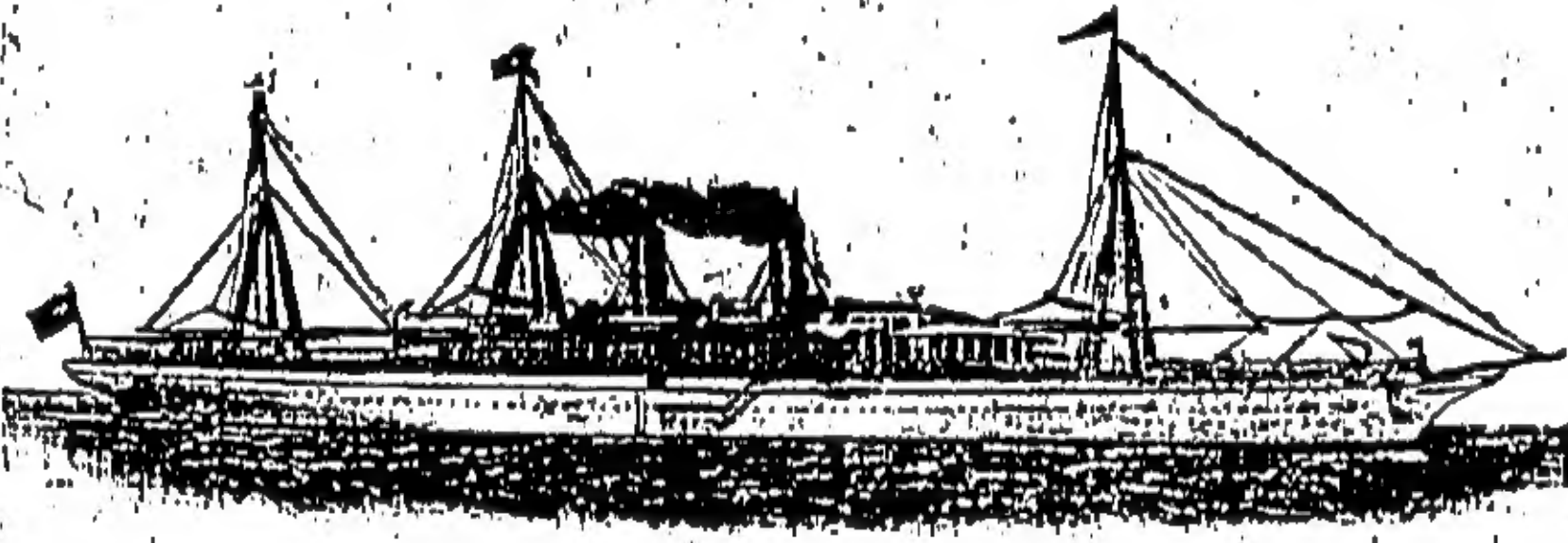
Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 2nd October, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information: Maps, Guide, Booklets, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Polder's Street.

Hongkong, 30th September, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, THAMES, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DISTINCTIONS.	SAILING DATES.	Freight.
ARABIA	HAVRE and HAMBURG.	5th Oct.	Freight.
Sachs	(Calling at SINGAPORE and COLOMBO)		
KOENIGSBERG	HAVRE, BREMEN and HAMBURG.	19th Oct.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG)		
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurbonen	(Calling at SINGAPORE and COLOMBO)		
SEGOVIA	HAVRE and HAMBURG.	16th Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG)		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zachariae	(Calling at SINGAPORE and COLOMBO)		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG)		

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 26th September, 1901.

## Insurances.

## "The Time to get Cake is When it is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,  
The  
Equitable Life Assurance  
Society,  
Hongkong.

Hongkong, 20th September, 1901.

## "L'UNION" FIRE INSURANCE COMPANY, LTD. (Established 1823).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co., Agents.

Hongkong, 28th May, 1891.

## Notices of Firms.

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

DURING my ABSENCE and until further Notice Mr. MOWBRAY STAFFORD NORTHCOTE has been appointed ACTING SECRETARY.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 28th September, 1901.

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE.

MR. WILLIAM BASIL DIXON has This Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors, R. SHEWAN, Chairman.

Hongkong, 27th September, 1901.

## To be Let.

## TO LET.

A HOUSE in RIFON TERRACE.

"THE RETREAT" MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 31st July, 1901.

## TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to PUN HUNG,

8, Queen's Road Central.

Hongkong, 17th July, 1901.

## TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE,

20, Des Voeux Road Central.

Hongkong, 5th September, 1901.

## TO LET.

NO. 1, STEWART TERRACE.—THE PRANK.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 31st July, 1901.

## TO LET.

GODOWN.—No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 31st July, 1901.

## For Sale.

## FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply to THE HONGKONG TELEGRAPH.

Hongkong, 10th August, 1901.

## FOR SALE, CHEAP.

A COTTAGE PIANO, by BORD, of PARIS.

Three years old, in Excellent Condition.

For Price, &amp;c., apply to THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

## NOTICE.

NORTH GERMAN FIRE INSURANCE CO., LTD.

Neither the CAPITAL AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or Clerks of the following Vessel during her stay in Hongkong Harbour.

CELESTE BRITISH ship, Jolly Orders.

HELEN A. WELSH, American ship, Vanhook.

Arnhold, Karberg &amp; Co.

L. F. CHAPMAN, American ship, Chapman.

Arnhold, Karberg &amp; Co.

L. SCHWAB, American ship, C. S. Kendall.

California &amp; Co.

## THE INDEPENDENCE OF CHINA.

FROM THE "NORTH CHINA DAILY NEWS."

It cannot be said that China is, or has been, at any time since the Japanese war, a really independent state. Officially and unofficially she has had to brook interference with her internal affairs to an extent which no truly independent country would have put up with for a moment. That she has herself to blame for this may be taken almost for granted. Interested apologists for her could again, as they have done in the past, make out a very plausible case, but the fact remains that had China been less conceited and more capable of broad views, had she possessed men with the knowledge of the day rather than with the pedantry of the past, men who could have foreseen the impossibility of withstanding the expansion of the west, she might, as Japan has done, have cast her lot boldly with progress and been to-day, instead of the carcass around which the eagles have been hovering for years, snatching now and again at any choice morsel within reach. Instead of this she might have been a great power amongst great powers, with every chance, judging from the ability and quality of her people, of being within a very few years a leader amongst leaders. Had her rulers been blessed with the integrity of her merchants, even this without great political insight might have sufficed to keep China a sovereign international state. But it would almost seem as if the old curse had gone forth, and that being doomed to destruction her rulers were first demoted.

All this has been gall and wormwood to the patriotic native, and though the foreigner can look on and watch the progress of disintegration quite philosophically (it is so easy to bear others' woes), there are many, especially amongst the English-speaking section of the world, who regret the tendency of events and would fain see it otherwise.

Just now there is one more opportunity offered to the rulers of this land to show the world whether or no they are fit for their position. The Chinese Empire may not be on its last legs, but it is certainly an Empire undergoing its last trial. If this be a failure nothing can save its independence. It will be absorbed piecemeal as Africa has been, and it would be a great mistake on China's part to imagine that either her size or her numbers could prevent it. The Boer war is said to have put heart into the Chinese. The reasoning upon which such optimism is based is entirely fallacious. It would be almost as ridiculous to say that because a certain number of bull dogs are a match for a lion, therefore five times, or ten times, or a hundred times the number of sheep would be equally successful. China could be made a nation of soldiers. That may be granted. But before it is done her system must be thoroughly recast, and that cannot be done until her officials from top to bottom know how to spell honesty. The idea that has taken possession of Europe, that China could not be held by Western nations, is ridiculous. Within five years an honest government in China, a government that would open up the land to commerce, that would, by increasing the demand for them, make products rise to prices far above their present value, that would advance the virtuous and capable, and ruthlessly put down official peculation, such a government as England has given to India, might not be loved, but it certainly would not be overthrown. No body on earth knows better than a Chinese which side his bread is buttered. As a coolie he forms a corps and goes under the fire of his countrymen on the side of the foreigner, for what?—for a livelihood, for eight or ten dollars a month honestly and promptly paid. In higher strata of life he may equally be relied on to serve his own interest. A form of patriotism has begun to spring up, but it would soon be seen that when progress with foreign control was the only alternative to stagnation or retrogression under native government, this patriotism would become material and throw in its lot with that which promised most.

Yet we do not wish to see a partition of China. We should much prefer to see China strong and reliant, really independent, and standing in her own strength as firm and as confident as the little Island Empire which has set her so good an example. At the moment we grant that the realization of this desire is out of the question. It would be quite impossible, for example, to abandon extra-territoriality. Until China has recast her system of law, has created a bench, and perhaps a bar, above suspicion, no European powers could dream of placing its subjects under her sway. Chinese justice may in a rough and ready way be real justice in nine times out of ten, but that tenth is so saturated with horror as to make us forget the other nine.

At the moment, however, there are two matters affecting the independence of China which might be put at once on a satisfactory footing. We refer to one of the most undoubted causes of the Boxer outbreak, the interference of missions with the law of the land. Here again we do not wish to convey the idea that we believe the native authorities blameless. We have no doubt that they have at times done grossly justice to native Christians because they were Christians. On the other hand, we are as strongly convinced that not only is foreign interference even in these cases injudicious, but that it has been carried to such extremes as to become a danger to the state and a disgrace to the name of Jesus. Now is the time for matters of this sort to be settled once for all.

The Chinese, especially the Catholic, issue the necessary instructions: let them withdraw the ill-advised acceptance of official converts for their priests; let them leave their converts to defend themselves; if need be by union, but at any rate without interference.

## GIRAUULT &amp; TABLE DELICACIES.

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reference to foreign consuls or ministers; and let Christianity with its inestimable spiritual blessings be its own reward. Then we should have a chance of co-operation with native officialdom which at present is out of the question.

Last, and for the moment, most pressing, is the question of guards for railways already made or under construction. If China wishes for real independence she must insist on the withdrawal of all foreign troops from her territory, except such as are already allowed by treaty. It is out of the question to suppose that she can remain independent while her railway lines are in the hands of foreign troops. But here also she has a duty, the duty of keeping order and of safeguarding foreign workmen, foreign investments, and foreign property. She cannot shirk this duty, and she must not let it remain in doubt. Categorically these questions will be put to her. Can you protect our people and our property? If you can, will you?

Whether China can or cannot reply truthfully in the affirmative to these questions is one of the most momentous of queries for her just now. If she can, well and good. If she cannot, then may she write over the ta men of every yamen in the land, "Ichabod, the glory is departed." We hope to see China independent, we hope that the scales of prejudice, of conceit, and of ignorance, have fallen from her eyes, and that she will yet set about holding her own by methods honourable to herself and satisfactory to her friends.

## THE SHANGHAI GARRISON.

## THE JAPANESE TROOPS RELIEVED.

The N. Y. K. S. *Sakura Maru* arrived at Shanghai on 26th ult., with a detachment of Japanese troops, numbering about 360, from the North. These troops are to relieve the Marines which have been stationed on Yangtzeppoo Road for some months. The troops commenced to disembark about one o'clock, and in the meantime the Marines had arrived and were formed up in double line. M. Odagiri, Japanese Consul-General, was present to receive the officers of the newly-arrived detachment and to bid farewell to those of the departing troops. After disembarking, the Regulars also formed up in double line and saluted, after which both detachments formed fours, the Marines embarking on the transport and the Regulars marching down to the barracks in Yangtzeppoo Road. Major Imai, who reached Shanghai on Wednesday by the N.Y.K.S. *Hakubi Maru*, is in command of the new detachment.

## A PLUCKY YOUNGSTER.

## HUMAN SOCIETY'S MEDAL PRESENTED.

Last June a party of small children were playing at ball in Chefoo Bay, when Seymour Wilkinson, the son of an English missionary who died a few months ago, got out of his depth in running after the ball. He sank twice, and was in danger of losing his life when Herbert Cranston, fifteen years of age, who was assisting to beach a boat at the time, swam out to his assistance. The boy was unconscious when Cranston reached him, and only his back was visible above the water. After a great deal of exertion Cranston managed to bring him to a position of safety, from where some boys and a missionary who was on the beach brought them both to shore. In a day or two Wilkinson, who had experienced such a narrow escape from drowning, was restored to his former health. When the gallant act was brought to the notice of the Royal Humane Society in London they resolved to grant the bronze medal for the saving of life to young Cranston, and this medal was awarded to him yesterday afternoon at the China Inland Mission Rooms. The Rev. J. W. Stevenson occupied the chair, and there was quite a large attendance of the public, who were cognisant of what would take place. In the course of a few remarks, Captain Starin, of H.M.S. *Arctura*, said how pleased and proud he was to be there that afternoon to give the medal away. It was the finest thing in the world to save life, not only physical life, but spiritual life, and in this world where there were such terrible temptations to face we all had an opportunity to do this. After Captain Starin had presented the medal to Mr. Cranston, the Doxology was sung, and the function ended.—N. C. Daily News.

## THE BEAR ON THE PROWL.

## MILITARY ACTIVITY IN SIBERIA.

From the far North news reaches us of Russian activity in Siberia which seems to have significance, says the N. C. Daily News of 27th ult. The movements of troops in Eastern Siberia, we learn, indicate mobilisation rather than the customary garrison changes for the winter. If there is to be concentration the locale is a well-kept secret. Many troops have been sent South, but whether to replace drafts sent into the interior of Manchuria from southern posts or to supplement garrisons is not known. The belief is that they are massed upon the Korean frontier.

In conjunction with movements of the Russian fleet it would appear that a strong military demonstration is contemplated. The object may be to bluff Japan, or to put her to the expense of a counter demonstration with, as a consequence, excitement, disturbance of trade and commercial depression. Or it may be that Russia will attempt to carry further her policy of aggrandisement.

Though it cannot be said that the Russian squadrons in the Pacific are unfit for active service, it is a fact that several vessels which are being sent to sea from Vladivostok need badly to go into dry dock for extensive rebiting.

## GIRAUULT &amp; TABLE DELICACIES.

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## A LORCHA SEIZED BY PIRATES NEAR CHINGHAI.

On the 22nd September, the lorch *Chai Pao An* was seized by pirates off Tungshai about forty miles from Chinghai (the mouth of the Ningpo river). The pirates released 10 of the crew whom they sent into Ningpo to get \$5,000 ransom, which they demanded before releasing the lorch and the remainder of the crew. This is the second time within six months that the same lorch has been seized by pirates.—Mercury.

## EXCITING SCENE AT NAGASAKI.

## A REFRACTORY ELEPHANT.

On Saturday afternoon, on the portion of the Bund between this office and the hatoba facing Messrs Ginsburg & Co., the Nagasaki Press says, great excitement was caused by the vagaries of a pair of elephants, who had been brought to the above hatoba by the proprietors of a circus in order to be shipped on a large junk, which was to take the animals to Satsuna. Both brutes were covered with large hands whilst proceeding through the city, and nothing of importance happened until the No. 9 hatoba was reached. The smaller of the two preceded its companion through the town. The unique spectacle naturally attracted the attention of a large crowd of Japanese, mostly women and children, whose noisy conduct was partly responsible for the trouble that ensued. On reaching the hatoba the covers were removed and the leading elephant, after a little persuasion, was led to the junk, which was lying alongside the hatoba, the gunwale of the vessel, however, being some two or three feet about the pavement. The arrangements for shipping these unwieldy beasts were most primitive. A few bundles of straw had been placed over the side of the junk, forming a series of steps, over which the animals were expected to climb, in order to get into the vessel. The leading elephant declined to negotiate the hazardous undertaking and though cruelly belaboured by its attendants, he refused to move one inch. When at last he did move, it was in the contrary direction, and breaking away from his tormentors, he came away at the double up the hatoba, causing the crowd of spectators to scatter in all directions. He was speedily secured by his keepers and orders were then given for the other animal to be taken on board. Much to the surprise of everyone this was effected without a hitch. The huge but docile creature passed over the straw steps safely and entered the junk as quietly as an old sheep. A second attempt was now made to get the refractory animal on board, and in attempting this, the keepers inflicted punishment of the most barbarous description on the unfortunate brute. The men, to the number of seven or eight, were armed with weapons resembling poleaxes, with the flat end of which powerful blows were rained on the head and other portions of the beast, the steel part of the axes being used on the vulnerable portions. The animal bellowed with pain, and tried to break away from his merciless persecutors. On one occasion, its efforts were crowned with success, and the animal rushed up the road and effected an entrance into the grounds of Messrs. Ginsburg & Co. The keepers, however, managed to coax the beast out, but at one time things looked dangerous, as the animal had climbed upon the verandah and seemed inclined to make acquaintance with the people in the office.

In spite of all the punishment inflicted—and it is impossible to furnish an adequate description of it—the brute remained remarkably quiet, but absolutely refused to go on board. Both its hind and fore feet had been chained, but on approaching the vessel it was, of course, necessary to remove the chains. Again and again, the animal refused to go on board, and always managed, despite the strenuous efforts of the keepers, to make its way back to the roadway.

A large body of police in the meantime had arrived from Megasaki and their efforts were confined to clearing the neighbourhood of the large and increasing crowd. Many suggestions were offered by foreigners as to the proper handling of the elephant, but were not heeded, and the disgusting exhibition of brutality proceeded. To the disgrace of the police, no remonstrance was made by them, and it is safe to assert that in no other country could such gross brutality have been witnessed or allowed. The private residences of the Tankosha officials were at one time in danger, for the brute in order to escape punishment placed its enormous head against the boarding enclosing the buildings and tore the wood away as if it had been matchwood. The animal was fortunately prevented from entering the grounds. Two hours had been spent by the Japanese in their futile work and finally, acting on the suggestion of a foreigner, a strong rope was brought and fastened to the poor brute, who was eventually hauled on board. Several of the keepers had very narrow escapes of losing their lives by being crushed against the wall.

## RAUB.

The Acting Manager's Report to 17th September 1901.—The 150 ft. south level is now 259 ft. from the crosscut. The reef has widened to 6 ft., and there is a little improvement in the quality.

In the rising slope above this level, the reef varies from 1 ft. to 3 ft. in thickness.

The mine from the 50 ft. level will soon be connected with these slopes, which will greatly improve the ventilation and facilitate working.

## GIRAUULT &amp; TABLE DELICACIES.

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GIRAUULT &amp; TABLE DELICACIES.

GIRAU











## NOTANDA

## CALENDAR

## OCTOBER.

Meteorological means based on 15 years' observations to 1898.

Barometer	29.982
Thermometer	76.2
Humidity	71
Rainfall	5.794

## TO-DAY.

## WEATHER REPORT.

Barometer	29.96	29.85
Thermometer	81	81
Humidity	68	67
Rainfall		

## TO-DAY.

Wednesday, 2nd October, 1901.

Chinese—20th of 8th moon of 27th year of Kwang-su.

Sun—Rises	5hr. 54min.
Sets	5hr. 16min.
High water—Afternoon	4hr. 16min.
Low water—Morning	5hr. 33min.
Afternoon	4hr. 39min.

## ANNIVERSARIES.

1867—Great landslide in Tai-pin-shan.  
1875—Death at Hongkong, of Mr. D. R. Caldwell, formerly Registrar-General.  
1884—Tamsui bombarded by French.  
1898—Powers accept invitation from Italy to attend Congress to deliberate against Anarchism. Great fire at Hankow, a quarter of the City destroyed.

## TO-MORROW.

Thursday, 3rd October, 1901.

Chinese—21st of 8th moon of 27th year of Kwang-su.

Sun—Rises	5hr. 54min.
Sets	5hr. 16min.
Moon—Max. Declination N.	5hr. 54min.
High water—Afternoon	4hr. 16min.
Low water—Morning	5hr. 33min.
Afternoon	4hr. 39min.

## ANNIVERSARIES.

1691—Treaty of Limerick.  
1849—H.M.S.'s *Albatross* and *Columbine* destroyed the piratical fleet at Chai Apou.  
1866—Peace between Austria and Italy.  
1880—Treaty between Brazil and China signed at Tientsin.  
1884—Riots at Hongkong.  
1891—Fatal collision on the Yangtze between British steamer *Lienshing* and Chinese gunboat.  
1893—Franco-Siamese treaty signed at Bangkok.  
1897—Wreck of the s.s. *Namoi* in Haitian Straits; 11 lives lost.

## AGENDA.

## TO-MORROW.

N. D. L. Co.'s steamer *Preussien* leaves for Europe.  
Cargo ex *Bengal* subject to rent.  
Cargo ex *Tienhai* subject to rent.  
Cargo ex *Gaelic* subject to rent.

## FRIDAY, 4th.

C. N. Co.'s steamer *Wooching* leaves for Shanghai.  
P. & O. Co.'s steamer *Socotra* leaves for Yokohama.  
Daylight—N. Y. K. steamer *Sanuki Maru* leaves for Europe.

## SATURDAY, 5th.

H. A. L. Co.'s steamer *Arabia* leaves for Europe.  
P. M. S. S. Co.'s steamer *Algoa* leaves for San Francisco.

## SUNDAY, 6th.

11 a.m.—Cricket Match, on the Cricket Ground.  
Noon—P. & O. Co.'s steamer *Formosa* leaves for London.

## MONDAY, 7th.

P. & O. Co.'s steamer *Tientsin* leaves for Singapore and Bombay.  
1 p.m.—M. M. Co.'s steamer *Natal* leaves for Marseilles via Bombay.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

## August 30th.

Captain W. Passmore has taken over the command of the *Haiman*.  
Mr. Walters has joined the *Haiman* as 3rd engineer.

## September 11th.

The officers of the *Flammarion* (Capt. F. Eichbaum) are—chief officer W. Schaeke, 2nd E. Lehmann, chief engineer M. Biese, and C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

## September 20th.

Mr. D. Bowie is acting 2nd officer of the *Haitian* vice Mr. Short on leave.  
Mr. Attwood has joined the same ship as 3rd officer.

## September 23rd.

The officers of the s.s. *Diamond* (Capt. Ratentbury) are—chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor S. Castro.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

French (*Salazie*) 7th instant.  
American (*China*) 10th instant.  
American (*Doric*) 18th instant.  
American (*Nippon Maru*) 25th instant.

The M. M. Co.'s steamer *Salazie* with the next French Mail, will leave Saigon to-morrow at 4 p.m. for this port.

The P. M. S. S. Co.'s steamer *Algoa* will be despatched for San Francisco via Moji, Kobe, and Yokohama, on Saturday the 5th inst., at noon.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Georges Valentine* ... at Kowloon Dock.  
*Zafra* ...  
*Monterey* ...  
*Cebu* ...  
*Kang Beig* ...  
*Algoa* ...  
*Elcano* ...  
*Canton River* ...  
*Minchen* ... Cosmopolitan.  
*Laongiang* ... Aberdeen.  
*Victoria* ...

## PASSED THE CANAL.

Outward—10th September—*Benlondan*, *Adana*, *Sevina*, *Cholon*, *Pembroke*, 13th September—*Armand Behre*, *Shikano*, *Maya*, *Natur*, *Natur*, 17th September—*Glenziel*, *Etrichdale*, *Forer*, *Mercure*, 20th September—*Feronia*, *Marburg*, *Japan*, *Rhibeuz*, *Hanyang*, 24th September—*Queen Christina*, *Erkerzog*, *Frane Ferdinand*, *Kiautschou*, 27th September—*Annan*, *Hilitchi Maru*, *Muckaon*, *Merionethshire*, *Argyll*, *Sophie Rickmers*.

Homeward—17th September—*Malacca*, *Acilia*, 20th September—*Oceanic*, *Hudson*, *Peluis*, 24th September—*Kawachi Maru*, 27th September—*Arara*, *Patrolus*.

Arrivals at Home—20th September—*Lowther Castle*, *Deucalion*, 24th September—*Nickar*, *Konig Albert*, 27th September—*Oceanic*.

## VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Johansen, Mr. and Mrs. Joseph, Mr. and Mrs. E. S.  
Andrew, Mr. D. A. Katsch, Mr. E. A.  
Angus, Mrs. Kallendas, Mr. S.  
Arnold, Mr. H. Kiene, Mr. and Mrs. F. King, Major H. S.  
Barlow, Mr. B. J. Lazarus, Mr. R.  
Beckale, Mr. F. Little, Major R. E., Major R. P.  
Berlinger, Dr. Long, Mr. and Mrs. D. M. Macdonald, Mr. D.  
Bonner, Mr. A. Mackie, Mr. Gordon Marlow, Mr. McEllan, Mr. and Mrs. E. E.  
Busastow, Mr. Mesa, Mr. F. S.  
Buttanshaw, Major Cameron, Mr. D. H. Michael, Mr. S. J.  
Carre, Mr. R. Milton, Mr. and Mrs. Muller, Miss  
Clark, Dr. Nagata, Mr. J.  
Coddling, Mr. E. H. Parritt, Mr. W. T. P.  
Cole, Mr. G. E. Patterson, Mr. T. P.  
Colombo, Mr. G. S. Pearce, Dr. W. W.  
Colson, Mr. J. S. Picher, Mr. A. J.  
Denroche, Mr. P. G. Price, Mr. H.  
Devillias, Mr. D. M. Quenell, Lieut. W. A.  
Discombe, Mr. G. M. Radcliffe, Mr. R. P.  
Dorehill, R. A. Major Reel, Dr. L. R.  
Dunsford, Capt. and Mrs. Reid, Mr. A.  
and child Richards, Mr. F. V.  
Dyson, Major P. S. Edwards, Mr. F. W.  
Edwards, Mr. F. W. Fernald, Mr. and Mrs. Field, Mr. A. G.  
Fischer, Mr. Gibson, Mr. Kennedy Smith, Mr. T. J.  
Glover, Mr. C. Smithers, Mr. R. G.  
Gracewood, Mr. G. Smithers, Mrs. E. A.  
Grant, Mr. John Sniffin, Mr. E. A.  
Guignard, Mr. E. Stafford, Mr. T. C.  
Hamilton, Mrs. Taylor, Mr. D. G.  
Handson, Mr. B. E. Thomson, Dr. and Mrs. Hawkins, Mr. J. A. J. C. and child  
Heckford, Mr. R. G. Tibbey, Mr. H. M.  
Hinton, Miss May Wakeman, Mr. G. H.  
Howard, Mr. Thos. Watts, Mr. and Mrs. Howkins, Mr. and Mrs. Whitley, Mr. W. J. G.  
Huber, Mr. E. Whitton, Mrs. Hughes, Mr. W. K. Wild, Lieut. and Mrs. Innes, Capt. Bagnall  
Hux, Mr. A. N. Wilson, Mr. F. Irving, Mr. E. A. Woolton, Mr. J. J.  
Jewett, Mrs. Worthington, Mr. A.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss Jeffries, Mr. H. N.  
Baulton, Mr. J. F. Lee, Mr. J. E.  
Beattie, Mr. James Martin, Mr. R.  
Bonner, Mr. J. W. C. May, Mr. A. J.  
Brawley, R. E., Col. L. F. McDermott, Mr. A. P.  
Brayne, Mr. H. F. R. Miller, Mr. and Mrs. P.  
Brusse, Mr. G. Pitt, Mr. John, R. N.  
Carrington, Sir John Pollock, Hon. H. E.  
Carrington, Miss Pryne, Capt. & Mrs. Oustoff, Mr. N.  
Collard, Col. A. W. Rumsey, R. M., Hon. R. Murray  
Crookenden, Col. R. Murray  
Dann, Mr. George H. Sawyer, Capt.  
Davies, Mr. W. S. Sawyer, Mrs. S.  
Detrick, Mr. and Mrs. Sinclair, Mr. A. G.  
Dixon, Mr. W. B. Stokes, Mr. A. G.  
Dixon, Mr. F. H. Thomson, Mr. J. S.  
Drion, Mr. F. Wheeler, Mr. W. H.  
Ezekiel, Mr. J. S. Wheeler, Colonel  
Field, Mr. Gerry Wilgress, Mr. W. T.  
Forbes, Mr. Andrew Wilgress, Mrs. and children  
Graham, Mr. D. M. Wilson, Mrs. W. and child  
Hamilton, Major Hendrie, Mr. J.  
Hendrie, Mr. J. Wright, Mr. and Mrs. W. F. and children  
Jameson, Mr. Phillips

## CRAIGIEBURN.

Bells, Mr. H. Hamilton, Major and Mrs. Claude  
Brown, Mr. and Mrs. Heemskerck, Mr. J. B.  
H. Matheson  
Bruce, Mr. and Mrs. W. Helms, Mr. W.  
Crouch, Mr. J. W. Langlands, A. O. D.  
Edwards, Mr. G. L. L. Capt. and Mrs. P.  
Farrow, Capt. J. Pye, Mr. E. Burns  
Georg, Mr. and Mrs. C. Surplice, Mr. and Mrs. Grimble, Mr. & Mrs. G. F. R. C.

## KOWLOON HOTEL.

Connally, Miss K. Holden, Mr. Geo. H.  
Fernandez, Mr. & Mrs. Holden, Capt. H. N. J. B.  
J. B. Nobbs, Prof. A. P.  
Harges, Mr. Herm. Riegen, Mr. V. C.  
Harman, Mr. T. O. B. Schmir, Mr. C.

## EXCHANGE.

Hongkong, 2nd October.

ON LONDON, Telegraphic Transfer, 1/11 3/16  
Bank Bills, on demand, 1/11 1/2  
Credits, 4 months' sight, 1/11 1/2  
D'iments, 4 months' sight, 1/11 1/2  
ON BERLIN, (demand), 1/11 1/2  
ON PARIS, Bank Bills, on demand, 2/47  
Credits, 4 months' sight, 2/47  
ON NEW YORK, Bank Bills, on demand, 47  
Credits, 30 days' sight, 47  
ON BOMBAY, Telegraphic Transfer, 144  
On demand, 145  
ON SHANGHAI, Telegraphic Transfer, 73  
Private 30 days' sight, 73  
ON YOKOHAMA, T.T., 58 1/2 prem.  
Sovereigns, Bank's Buying Rate, 53.25  
Gold Leaf 100 touch, per tael, 204  
Bar Silver, 204  
Dollars, 204

## OPIUM QUOTATIONS.

Hongkong, 2nd October.

To-day's quotations are as follows—  
BENGAL—New Patna, 920/35  
New Benares, 920/10  
Old Benares, 920/10  
Old Patna, 920/10  
MALWA—This and last year's new, 860/70  
2 1/2 years' old, 880/60  
4 1/2 years' old, 900/10  
Puttore, 920  
PERSIAN—Fine quality, 800/80

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(OCTOBER 2nd.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation	\$ 125	\$605 buyers
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	£5.5
National Bank of China, Limited	£ 8	\$28
Do. Founders	£ 1	\$15 sellers
<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited	\$ 50	\$342 buyers
China Traders' Insurance Company, Limited	\$ 25	\$60 sellers
Nantong Insurance Association, Limited	\$ 25	Tails 195
Canton Insurance Office, Limited	\$ 60	\$123
Straits Insurance Company, Limited	\$ 20	\$167 buyers
<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited	\$ 50	\$342
China Fire Insurance Company, Limited	\$ 20	\$83
<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 sales
Indo-China Steam Navigation Company, Limited	£ 10	\$140 buyers
China and Manila Steamship Company, Limited	\$ 50	\$58 sellers
Douglas Steamship Company, Limited	\$ 50	\$44 ex div.
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	£7.10
Star Ferry Company, Limited	£ 10	\$24 buyers
"Shell" Transport and Trading Company, Limited	£ 1	\$2 buyers
<b>Refineries.</b>		
China Sugar Refining Company, Limited	\$ 100	\$150
Luzon Sugar Refining Company, Limited	\$ 100	\$35 sellers
<b>Mining.</b>		
Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$35
Queens Mines, Limited	Cents 25	5 cents
Jobebu Mining and Trading Company, Limited	\$ 5	\$5 buyers
Raub A'lian Gold Mining Company, Limited	£0 18s. 10d.	\$13 buyers
Olivers Freehold Mines, Limited A	\$ 5	nominal
Olivers Freehold Mines, Limited B	\$ 5	nominal
<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$28 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$99
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 64	\$35 buyers
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$975 sellers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$190 buyers
Kowloon Land and Building Company, Limited	\$ 30	\$314
West Point Building Company, Limited	\$ 30	\$55 buyers
Hongkong Hotel Company, Limited	\$ 50	\$17 buyers
Oriente Hotel Company, Limited	\$ 50	\$55
Humphreys Estate and Finance Company, Limited	\$ 10	\$13 sales
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$114 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 40 buyers
International Cotton Manufacturing Company, Limited	Tails 100	Tails 32
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 42
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 260
Yuhloong Cotton Spinning Company, Limited	Tails 100	Tails 11
<b>Cigar Companies.</b>		
Alhambra, Limited	\$ 500	\$1,000 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal
<b>Miscellaneous.</b>		
Green Island Cement Company, Limited	\$ 10	\$214
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$55 buyers
Watkins, Limited	\$ 10	\$10 sales
Hongkong Electric Company, Limited	\$ 10	\$13 sellers
Hongkong Electric Company, Limited	\$ 10	\$13
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$172
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	£ 1	\$1.10
United Asbestos Oriental Agency, Limited	\$ 4	\$10
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$194 buyers
Hongkong Steam Water-boat Co., Limited	\$ 35	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$50 nominal

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

## STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Salazie	F str.	Girard	Saigon	Messageries M'times	Oct. 7th
China	A str.	W. B. Seabury	Japan	P. M. S. S. Co.	Oct. 10th
Doric	B str.	Harry Smith, R.N.R.	San Francisco	O. & O. S. S. Co.	Oct. 18th
Nippon Maru	J str.	W. W. Greene	San Francisco	P. & O. S. N. Co.	Oct. 25th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## CHINA COAST METEOROLOGICAL REGISTER.

1ST OCTOBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	WEATHER.
Wladivostok	2 p.m.	30.10	63	—	NE	b
Tokio	"	30.14	—	—	S	—
Kobe	"	30.11	—	—	—	—
Nagasaki	"	30.07	—	—	SE	—
Kagoshima	"	30.07	—	—	SE	—
Taihouku	1 p.m.	29.97	—	—	E	—
Taichu	"	29.85	—	—	N	—
Tainan	"	29.80	—	—	NE	—
Koshun	"	29.87	—	—	N	—
Pescadores	"	29.88	—	—	NW	—
Gutzlaff	3 p.m.	30.13	73	76	ENE	cv
Sharp Peak	"	29.98	76	64	ENE	o
Amoy	"	29.96	87	49	NE	c
Swatow	"	29.91	82	—	E	b
Canton	"	29.80	87	53	S	c
Hongkong	4 p.m.	29.90	81	62	E	c
Victoria Peak	"	—	—	—	ENE	4
Gap Rock	"	29.96	—	—	SE	1
Macao	"	29.90	85	—	—	c
Haiphong	1 p.m.	29.90	—	—	—	—
Malacca	4 p.m.	29.73	84	77	SW	o
Malate	3 p.m.	—	—	—	W	o
Manila	"	—	—	—	SE	c
Iloilo	"	29.74	82	—	SW	o
Cebu	"	29.75	81	—	SW	c
Cape S. James	"	—	—	—	—	—

2ND OCTOBER, 1901, A.M.

Wladivostok	7 a.m.	30.03	55	87	SE	2	o
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihouku	5 a.m.	29.90	—	—	NE	4	—
Taichu	"	29.86	—	—	—	—	—
Tainan	"	29.86	—	—	—	0	—
Koshun	"	29.86	—	—	SE	4	—
Pescadores	"	29.88	—	—	NE	6	—
Gutzlaff	9 a.m.	30.13	75	77	E	3	cv
Sharp Peak	"	29.97	74	84	N	2	c
Ainoy	"	29.96	78	74	NWN	2	u
Swatow	"	29.96	80	74	N	1	c
Canton	"	29.97	81	56	SE	1	b
Hongkong	10 a.m.	29.96	81	68	E	1	o
Victoria Peak	"	—	—	—	E	—	—
Cap Rock	"	29.94	—	—	ENE	4	—
Macao	"	29.96	86	—	ENE	1	c
Haipong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.69	77	97	NW	1	or
Malate	9 a.m.	—	—	—	NNW	1	or
Bacolod	"	—	—	—	SW	1	or
Iloilo	"	29.84	78	—	SE	3	o
Cebu	"	29.82	82	—	S	4	o
Cape S. James	7 a.m.	—	—	—	SW	1	c



## Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 3rd instant, at 7.30 A.M.  
 For Swatow—Per *Nanyang*, to-morrow, the 3rd instant, at 9 A.M.  
 For Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Ardie*, to-morrow, the 3rd instant, at 11 A.M.  
 For Europe, &c., India, via Tutuicoria—Per *Prinzess*, to-morrow, the 3rd instant, at 11 A.M.  
 For Macao—Per *Heungshing*, to-morrow, the 3rd instant, at 1.15 P.M.  
 For Shanghai—Per *Anping*, to-morrow, the 3rd instant, at 2 P.M.  
 For Amoy and Manila—Per *Sungking*, to-morrow, the 3rd instant, at 4 P.M.  
 For Moji and Kobe—Per *Glenfarg*, to-morrow, the 3rd instant, at 5 P.M.  
 For Canton—Per *Peking*, to-morrow, the 3rd instant, at 5 P.M.  
 For Singapore, Penang and Colombo—Per *Sanki Maru*, to-morrow, the 3rd instant, at 5 P.M.  
 For Shanghai, Kobe and Yokohama—Per *Seacraft*, to-morrow, the 3rd instant, at 5 P.M.  
 For Shanghai—Per *Wooching*, on Friday, the 4th instant, at 4 P.M.  
 For Chefoo and Newchwang—Per *Dr. Hans Jerg Kier*, on Saturday, the 5th instant, at 9 A.M.  
 For Singapore—Per *Fortuna*, on Saturday, the 5th instant, at 11 A.M.  
 For Singapore, Penang and Calcutta—Per *Kunming*, on Saturday, the 5th instant, at 11 A.M.  
 For Manila—Per *Lomasing*, on Saturday, the 5th instant, at 4 P.M.  
 For Manila—Per *Esmeralda*, on Saturday, the 5th instant, at 4 P.M.  
 For Shanghai—Per *Lyceum*, on Saturday, the 5th instant, at 4 P.M.  
 For Swatow, Amoy and Tamsui—Per *Daiki Maru*, on Saturday, the 5th instant, at 4 P.M.  
 For Shanghai, Kobe, Yokohama, Victoria, (H.C.) and Siam—Per *Queen Adelaide*, on Tuesday, the 5th instant, at 11 A.M.  
 For India and Ceylon—Per *Kaitung*, on Tuesday, the 5th instant, at 11 A.M.  
 For Singapore, Penang and Bombay—Per *Bornida*, on Friday, the 11th instant, at 11.30 A.M.  
 For Europe, &c., India, via Tutuicoria—Per *Palkwan*, on Saturday, the 12th instant, at 11 A.M.  
 For Manila, Port Darwin, Thursday Island, Cocktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingto*, on Saturday, the 12th instant, at 4 P.M.  
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Sunday, the 20th instant, at 9 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, (H.C.) and Vancouver—Per *Empress of China*, on Wednesday, the 23rd instant, at 11 A.M.

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,435, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Honam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Pouan*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,352, C. V. Lloyd, Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Heungshing*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

## Macao and Canton.

*Lungshan*, British steamer, 1,11, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangling*, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Saiman*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

## Steamers.

*AXA*, British steamer, 4,477, H. E. Batt, 1st Oct., Shanghai via Amoy and Foochow 26th Sept., General—Butterfield & Swire.  
*AMURE*, British steamer, 2,300, St. John George, 29th Sept., Japan 24th Sept., General—Gibb, Livingston & Co.  
*ALCOA*, British steamer, 1,252, Hansford, 24th Sept., Seattle 1st Aug. and Manila 21st Sept., Hemp—Dodwell & Co., Ltd.  
*ANAPA*, British steamer, 2,351, Williamson, 29th Sept., New York 4th Aug., Case Oil—Standard Oil Co.  
*BAKAN MARU*, Japanese steamer, 820, F. Kawamoto, 24th Sept., Japan 17th Sept., Ballast—Japanese.  
*BENLARI*, British steamer, 1,452, R. Krobbe, 30th Sept., Moji 25th Sept., Coal—Gibb, Livingston & Co.  
*BYGDE*, Norwegian steamer, 771, Th. Carlsen, 30th Sept., Moji 26th Sept., Coal—Sander, Wieler & Co.  
*CEBU*, American steamer, 648, A. Inciagarr, 29th Sept., Manila 24th Sept., General—Order.  
*CHICWELL*, British steamer, 1,102, Underhaz, 30th Sept., Borneo Balch Papan 20th Sept., Oil—Arnold, Karberg & Co.  
*CHOWTAI*, German steamer, 1,115, A. Müller, 29th Sept., Bangkok 23rd Sept., Rice—Butterfield & Swire.  
*CHUNSHANG*, British steamer, 1,418, L. A. Muir, 24th Sept., Java 15th Sept., Sugar—Jardine, Matheson & Co.  
*DR. HANS JERG KIER*, Norwegian steamer, 691, Larsen, 30th Sept., Sarawak 23rd Sept., Timber—Chinese.  
*ELCANO*, American steamer, 501, R. de Alhenaga, 3rd Sept., Manila 31st August, Ballast—Brandao & Co.  
*EMMA LUYKEN*, German steamer, 1,109, Schall, 30th Sept., Samarang 21st Sept., Sugar—E. A. Trading Co.  
*EMPEROR OF CHINA*, British steamer, 3,003, R. Archibald, R.N.R., 1st Oct., Vancouver, (H.C.) 9th Sept., and Shanghai 28th, Mails and General—C. P. R. Co.  
*GLENFARG*, British steamer, 2,350, R. A. Donaldson, 25th Sept., Saigon 21st Sept., Rice—McGregor Bros. & Co.  
*HAICHING*, British steamer, 1,276, W. Davis, 1st Oct., Tamsui 26th Sept., Amoy 29th, and Swatow 30th, General—Douglas, Laprairie & Co.

*INDRAPURA*, British steamer, 1,152, A. E. Hollingsworth, 29th Sept., Portland, Or. 30th Aug., General—Shewan, Tomes & Co.  
*KONG BENG*, German steamer, 862, Möller, 24th Sept., Kohsi-chang 18th Sept., Rice—Melchers & Co.  
*KUMSANG*, British steamer, 2,078, E. J. Buller, 29th Sept., Singapore 24th Sept., General—Jardine, Matheson & Co.  
*LOKSANG*, British steamer, 978, G. Leask, 29th Sept., Canton 28th Sept., General—Jardine, Matheson & Co.  
*LOONGSANG*, British steamer, 1,092, G. S. Weigall, 20th Sept., Manila 27th Sept., General—Jardine, Matheson & Co.  
*MAUSANG*, British steamer, 1,204, W. D. Welsh, 25th Sept., Sandakan 17th Sept., Timber—Jardine, Matheson & Co.  
*NANSHAN*, American steamer, 1,344, E. A. Anderson, U.S.N., 29th Sept., Chefoo 25th Sept., Navy Stores—U. S. Government.  
*NANYANG*, German steamer, 1,660, E. Hass, 27th Sept., Saigon 23rd Sept., Rice and Rice-flour—E. A. Trading Co.  
*NIVIE*, French troship, 6,000, Morazzani, 28th Sept., Penang 26th Sept.  
*PAX*, Belgian steamer, 1,207, E. Danstier, 30th Sept., Saigon 25th September, General—Melchers & Co.  
*PRONTO*, German steamer, 632, H. Grandt, 29th Sept., Saigon 24th Sept., Rice-flour—Siemens & Co.  
*QUEEN ADELAIDE*, British steamer, 1,835, F. McNair, 1st Oct., Dalny 26th Sept., Ballast—Dodwell & Co., Ltd.  
*SUNGKING*, British steamer, 1,021, S. W. Moore, 30th Sept., Manila and Manila 26th Sept., General—Butterfield & Swire.  
*TAI LEE*, German steamer, 825, T. Calender, 1st Oct., Saigon 27th Sept., Rice and Flour—Meyer & Co.  
*TING SANG*, British steamer, 1,045, W. E. Sawyer, 29th Sept., Saigon 25th Sept., Rice—Jardine, Matheson & Co.  
*TRIGONIA*, British steamer, 1,069, Powell, 20th Sept., Shanghai 16th Aug., Kerosine—Arnold, Karberg & Co.  
*VICTORIA*, American steamer, 1,112, J. Panton, 1st Aug., Tacoma, U.S.A. 4th July, General—Dodwell & Co., Ltd.

## Sailing Vessels.

*ALBANIA*, British ship, 1,438, W. L. Brownell, 26th Sept., Manila 4th Sept., Ballast—Master.  
*CELESTINE BURRILL*, British ship, 1,764, C. A. Telford, 29th May, Manila 9th May, Ballast—Order.  
*GEO. VALENTINE*, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast—Order.  
*HELEN H. WYMAN*, American ship, 1,664, D. A. Vanhorn, 10th Sept., Chefoo 28th Aug., Ballast—Arnold, Karberg & Co.  
*J. F. CHAPMAN*, American ship, 2,013, Chapman, 10th Aug., Kobe 19th July, General—Arnold, Karberg & Co.  
*KENTMERE*, British ship, 2,347, Bundy, 19th Sept., New York 5th May, Oil—Standard Oil Co.  
*LAUNIERGA*, American bark, 906, McDougall, 14th Aug., Cebu 6th Aug., Ballast—Master.  
*L. SCHEPP*, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast—Carlowitz & Co.  
*MANUEL LLAGUNA*, American ship, 1,650, Nichols, 20th June, New York 3rd Mar., Kerosine Oil—Standard Oil Co.  
*SEA WITCH*, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.  
*STATE OF MAINE*, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosine—Standard Oil Co.  
*W. H. CONNER*, American ship, 1,614, Colcord, 26th Sept., Manila 10th Sept., Ballast—Standard Oil Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 2nd, 1901.

*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 5,000 h.p., Comdr. S. E. Eakline, Wei-hai-wei.  
*Albion*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewett, Hongkong.  
*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.  
*Arethusa*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starlin, Wessing.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 15,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.  
*Asura*, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Amoy.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.  
*Barfleur*, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Taku.  
*Bramble*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.  
*Drisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 h.p., Commander Sir Bouchier Wrey, Bart., Singapore.  
*Britannia*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.  
*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.  
*Dido*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tillard, Shanghai.  
*Editha*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.  
*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Taku.  
*Esch*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.  
*Firbrand*, 3rd-class gunboat, 455 tons, 4 guns, 350 h.p., Lt. and Deputy Pownall, Canton.  
*Gloria*, 1st-class battleship, 12,500 tons, 15 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.  
*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.  
*Humber*, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.  
*Iris*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., Hongkong.  
*Janus*, torpedo-boat destroyer, 289 tons, 6 guns, 3,900 h.p., in reserve.  
*Oceanic*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Renkner, Hughan, Hongkong.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.  
*Oiler*, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. G. P. Mansel, Taku.  
*Phaon*, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

*Pique*, 1st class gunboat, 751 tons, 6 guns, 1,250 h.p., Lt. and Comdr. Oldham, cruising.  
*Pique*, twin screw, 2nd-class cruiser, 1,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.  
*Plover*, 1st class gunboat, 451 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. U. V. de M. Cowper, Hongkong.  
*Ramirez*, surveying ship, 581 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpoll*, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.  
*Robin*, river-gunboat, 35 tons, 2 guns, 210 h.p., Lieut.-Comdr. G. G. Webster, West River.  
*Rosario*, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Condon, Dalgely, Yangtze.  
*Swift*, 2nd-class gunboat, 750 tons, 6 guns, 900 h.p., in reserve Hongkong.  
*Tak*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stoford, Wei-hai-wei.  
*Tamir*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.  
*Waterwitch*, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Shanghai.  
*Whiting*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, (H.C.), Wei-hai-wei.  
*Winn*, receiving ship, 2,750 tons, 4 guns, 1,200 h.p., Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiangnan.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Millman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.  
*Kaiserin Elisabeth*, Austrian cruiser, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 9,500 h.p., Capt. J. P. Kossun, Swatow.  
*Leopard*, Austrian cruiser, 1,000 tons, Captain Müller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.  
*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.  
*Zenta*, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakowlew, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 5,000 tons, 36 guns, 9,500 h.p., Capt. Vseroloboff, at Tientsin.  
*Alouet*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkski, at Nagasaki.  
*Bohr*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowsky, at Taku.  
*Dimitri Donskoy*, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.  
*Gremiatichy*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.  
*Korelets*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.  
*Mandjoug*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.  
*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
*Nayadnik*, Russian cruiser, 1,324 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
*Olavany*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.  
*Petroparilovsk*, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.  
*Polstava*, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.  
*Rozhynsk*, Russian cruiser, 1,330 tons, 1,785 h.p., 11 guns, Capt. Komaroff, at Singapore.  
*Rurik*, Russian flag ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
*Servantoff*, Russian battleship, 10,000 tons, 13,500 h.p., 16 guns, Capt. Melesky, at Nagasaki.  
*Sladch*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
*Sizot Veliky*, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.  
*Sivouch*, Russian gunboat, 905 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
*Sueaborg*, 1st class, Russian torpedo boat, 660 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchimskoy, at Port Arthur.  
*Vesloch*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
*Vladnik*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Regula, at Taku.  
*Zabata*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkroff, at Nagasaki.

(1st and 2nd class.)  
*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
*Foral*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Jankich*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Kursk*, Russian torpedo boat, 350 tons, Capt. Metavietoff, at Shanghai.  
*Kil*, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.  
*Nargat*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Novorossisk*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
*Podoronski*, Russian torpedo boat, 23 tons, 1 gun, 270 h.p., 16 knots.  
*Silch*, Russian torpedo boat, 23 tons, 1 gun, 270 h.p., 16 knots.  
*Shat*, Russian torpedo boat, 350 tons, Captain Spinnow, at Shanghai.

*Scorpion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sootskina*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Som*, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.  
*Strelat*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Stran*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sungurt*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA (SEA GOING.)

*Burja*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
*Ussuri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 † Flagship of Vice-Admiral Alexeieff.  
 † Flagship of Rear-Admiral P. V. Dubosoff.  
 † Flagship of Rear-Admiral Resnoff.

## THE GERMAN SQUADRON.

*Bussard*, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.  
*First Bismark*, German flag ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.  
*Gefion*, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
*Geier*, German cruiser, 1,600 tons, 8 guns, Capt. Baser, at Shanghai.  
*Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.  
*Hele*, German despatch-vessel, 2,000 tons, 12 guns, Capt. Kampold, at Woosung.  
*Hiertha*, German cruiser, 6,000 tons, 30 guns, Capt. von Uexhoed, at Shanghai.  
*Ilia*, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Stamer, at Canton.  
*Irene*, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,600 tons, 10 guns, Capt. Berger, at Foochow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.  
*Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.  
*Luchs*, German gunboat, 850 tons, 10 guns, Comdr. Daehehlard, at Shanghai.  
*Schwabe*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
*Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 900 tons, 10 guns, Comdr. von Mittelbühl, at Shanghai.  
*Weissenburg*, German battleship, 12,100 tons, 40 guns, Capt. Holmeyer, at Amoy.  
*Werra*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
*K. F. Wilhelm*, German battleship, at Nagasaki.  
*No. 90*, German torpedo-boat, 320 tons, Capt. Hoepfer, at Shanghai.  
*No. 91*, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.  
*No. 92*, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \*\* Flagship of Rear-Admiral Geissler.  
 \*\*\* Flagship, Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

*Alouette*, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
*Amiral Courbet*, 2nd-class cruiser, 4,800 tons, Capt. Baghine, Saigon.  
*Bengali*, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
*Bugeaud*, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Defèvre, at Shanghai.  
*Chastellux Laubi*, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.  
*Comet*, gunboat, 600 tons, Capt. Louët, at Canton.  
*Decides*, gunboat, 690 tons, Capt. Maresubette, at Taku.  
*D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.  
*Descartes*, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.  
*Eury*, Despatch-transport, Capt. Vallée, at Saigon.  
*Fran*, gunboat, 693 tons, Capt. Adam, at Canton.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.  
*Keraval*, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
*Pascal*, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Matet, at Shanghai.  
*Sizy*, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
*Surprise*, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Shanghai.  
*Ville d'Alger*, monitor, 944 tons, Captain Bommesaur, at Hongkong.  
*Viper*, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.  
 \* Flagship of Vice-Admiral Courtejoles.

## THE AMERICAN SQUADRON.

*Albany*, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 2,436 h.p., Comdr. C. H. Arnold, at Hongkong.  
*Brooklyn*, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.  
*Callao*, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.  
*Cassine*, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
*Celtic*, U.S. supply-ship, 6,428 tons, 1,690 h.p., Comdr. C. T. Forre, at Manila.  
*Concord*, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
*Culgoi*, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
*Glacier*, U.S. supply-ship, Lieut.-Comdr. A. Merrit, at Manila.  
*Helena*, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
*Iris*, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
*Isla de Luzon*, U.S. gunboat, 1,330, Comdr. J. N. B. Bleeker, at Manila.  
*Kentucky*, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.  
*Manila*, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. F. Naro, at Manila.  
*Marble*, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Chace, at Canton.  
*Monadnock*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Fareholt, at Shanghai.  
*Monocacy*, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.  
*Monterey*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,244 h.p., Comdr. G. W. Pigman, at Hongkong.  
*Nashville*, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.  
*New York*, U.S. cruiser, 4,083 tons, Capt. B. McCallum, at Manila.

*Oregon*, 1st-class U.S. battleship, 16,160 tons,